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# News Release

## METROLINK BEGINS TIE REPLACEMENT ON TRACKS ALONG I-10 FREEWAY

Rehabilitation project on San Bernardino Line results in temporary changes to weekend train service; carpool lane closures.

**LOS ANGELES, CA, Thursday, Aug. 12:** On Friday night, August 20th, Metrolink will begin work on a major tie replacement project along the portion of its San Bernardino Line – which runs from San Bernardino to Los Angeles. The commuter railroad will be replacing 27,000 wooden railroad ties along the line between El Monte and the Los Angeles River. This 10.75-mile long section of track runs down the center of the I-10 Freeway.

This work is being performed on Saturdays and Sundays over eight weekends beginning August 21st, and will affect weekend service on the San Bernardino Line.

### **Metrolink Schedule During Tie Replacement**

While the tie replacement is going on no trains can pass through the work area. **Beginning August 21st, Metrolink will provide bus service between Los Angeles Union Station and the El Monte Station. Buses will also replace some Saturday service trains that operate between San Bernardino and Riverside. Passengers traveling to or from Cal State Los Angeles will be transported by shuttle to or from Union Station or to or from the El Monte Station.**

The temporary schedule for weekend service on the San Bernardino Line is included with this release. It is also available on Metrolink's website, [www.metrolinktrains.com](http://www.metrolinktrains.com).

**The eastbound and westbound carpool lanes on the I-10 will also be closed during weekend work hours.**

**Metrolink will continue to operate regular train service on the San Bernardino Line Monday through Friday**, however some early morning trains may experience delays of five to ten minutes on Mondays and Tuesdays after the weekend work.

There will be no tie replacement work on Labor Day weekend, September 4th and 5th.

### **What The Tie Replacement Project Entails**

The tie replacement work, which will begin the night of Aug. 20 at 10:00 p.m., involves the removal of 27,000 wooden railroad crossties and replacing them with concrete crossties. This will be done with a special Track Renewal Train made by Harsco Track Technologies called the P-811. The P-811 removes old ties and rails, levels and prepares the ballast, and lays new ties in one continuous pass.

With the P-811 Metrolink expects to be able to replace 5,500 ties each weekend; after the ties have all been replaced another machine will be brought in to secure the ties and replace the fiber optic lines that run parallel to the railroad tracks.

The tie replacement project is part of Metrolink's continuing rehabilitation work to ensure the safety of our passengers. The wooden ties being replaced were originally installed in the 1970s. Wooden railroad ties generally have a useful lifespan of up to 40 years. The concrete ties they are being replaced with have about a 40 percent longer life than wood ties and are not subject to the things that can damage wood ties: fire, dry rot, etc.

For train schedules and directions to the nearest Metrolink station check at [www.metrolinktrains.com](http://www.metrolinktrains.com) or call (800) 371-LINK.

[more](#)

Metrolink is Southern California's regional commuter rail service and is in its 12th year of operations. The Southern California Regional Rail Authority, a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, governs the service. Metrolink continues to be one of the nation's fastest growing commuter rail services, operating over seven routes through a six-county 512 route-mile network.

Some of the funding for the San Bernardino Tie Replacement project comes from two of Metrolink's member agencies – Metro and SANBAG.

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. It serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. In addition to operating its own service, MTA funds 16 municipal bus operators and funds a wide array of transportation projects including bikeways and pedestrian facilities, local roads and highway improvements, goods movement, Metrolink, and the popular Freeway Service Patrol and Freeway Call Boxes.

Metrolink service in San Bernardino County was made possible by the San Bernardino Associated Government's (SANBAG) rapid execution of a capital improvement plan after voters approved the Measure I half-cent transportation sales tax in 1989. Measure I and state Propositions 108 and 116 provided the capital costs for San Bernardino County Metrolink service, which started in 1992. Measure I provides ongoing support for the operation of three train lines in the county – the Inland Empire/Orange County Line, the Riverside Line and the San Bernardino Line, which is the most heavily used line in the six-county region.

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